

CONTRACT CHANGE ORDER MEMORANDUM

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TO: Tony Anziano, Program Manager /			FILE: E.A. 04 - 0120F4	
FROM: Darryl Schram, Senior TE			CO-RTE-PM SF-80-13.2/13.9	
			FED. NO.	
CCO#: 248	SUPPLEMENT#: 0	Category Code: CHPK	CONTINGENCY BALANCE (incl. this change) \$112,004,689.58	
COST: \$781,157.00 INCREASE <input checked="" type="checkbox"/> DECREASE <input type="checkbox"/>			HEADQUARTERS APPROVAL REQUIRED? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
SUPPLEMENTAL FUNDS PROVIDED: \$0.00			IS THIS REQUEST IN ACCORDANCE WITH ENVIRONMENTAL DOCUMENTS? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	
CCO DESCRIPTION: Traveler Cost Adjustment			PROJECT DESCRIPTION: CONSTRUCT SELF-ANCHORED SUSPENSION BRIDGE	
Original Contract Time: 2490 Day(s)	Time Adj. This Change: 0 Day(s)	Previously Approved CCO Time Adjustments: 501 Day(s)	Percentage Time Adjusted: (including this change) 20 %	Total # of Unreconciled Deferred Time CCO(s): (including this change) 3

THIS CHANGE ORDER PROVIDES FOR:

Providing compensation to Contractor's fabricator Westmont Industries, Inc. (WMI) for inefficiencies, delays, and all other impacts incurred due to changes and extra work directed by the Department and associated with the traveler scaffolds production.

WMI is an industrial fabrication and machine shop facility located in Santa Fe Springs, California. WMI's scope of work is to supply American Bridge/Fluor (ABF) the five travelers. This work includes structural fabrication, machining, pneumatic systems, and testing of two of the five travelers. WMI's original schedule shows completion of the travelers by October 2008. Do to the Department issuing numerous change orders the traveler completion will be pushed back to a projected Fall 2012 time period.

Change orders have been executed to cover the direct cost of extra work performed, but these change orders do not cover WMI's opportunity losses. Opportunity losses are generated from ongoing travelers extra work extending the duration of work and the travelers occupying a large portion of WMI's fabrication facility, which prevents WMI from pursuing new work at higher markup rates.

The Department markups applied to the extra work performed by WMI are well below WMI markups for the ABF bid item work. Since, WMI is not a listed subcontractor on the SAS project they are not contractually required to perform extra work at the rates listed in Special Provisions Section 5-1.24, "Force Account Payments." WMI's rate to perform the original ABF bid item work is 29.8 percent, which has been verified by reviewing the escrow bid documentation. Therefore it is reasonable to compensate WMI at the same rate for extra work in order to resolve this issue. The Department supports WMI's request to provide markup compensation for extra work at the same rate as bid item work in order to resolve all inefficiencies, delays, and all other impacts incurred due to changes and extra work.

The total cost of this change order is \$781,157.00 lump sum, which can be financed from the contingency fund. A detailed cost analysis is on file.


No time adjustment is warranted as this change order does not affect the controlling operation.

This change order has concurrence from William Casey (Supervising TE), Rich Foley (HQ Oversight), and Ken Terpstra (Project Manager). Design and Maintenance concurrence are not required.

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
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CONCURRED BY:			ESTIMATE OF COST		
Construction Engineer: William Casey, Sup TE	Date	5/18/12	THIS REQUEST		TOTAL TO DATE
Bridge Engineer:	Date		ITEMS	\$0.00	\$0.00
Project Engineer:	Date		FORCE ACCOUNT	\$0.00	\$0.00
Project Manager: Proj Manager, Ken Terpstra	Date	5/18/12	AGREED PRICE	\$781,157.00	\$781,157.00
FHWA Rep.:	Date		ADJUSTMENT	\$0.00	\$0.00
Environmental:	Date		TOTAL	\$781,157.00	\$781,157.00
Other (specify): HQ, Rich Foley	Date	5/17/12	FEDERAL PARTICIPATION		
Other (specify):	Date		<input type="checkbox"/> PARTICIPATING <input type="checkbox"/> PARTICIPATING IN PART <input checked="" type="checkbox"/> NONE		
District Prior Approval By:	Date		<input type="checkbox"/> NON-PARTICIPATING (MAINTENANCE) <input type="checkbox"/> NON-PARTICIPATING		
HQ (Issue Approve) By:	Date		FEDERAL SEGREGATION (if more than one Funding Source or P.I.P. type)		
Resident Engineer's Signature:	Date		<input type="checkbox"/> CCO FUNDED PER CONTRACT <input type="checkbox"/> CCO FUNDED AS FOLLOWS		
 5/21/12			FEDERAL FUNDING SOURCE		PERCENT